The motion was declared lost.

Motions 228—241

The following motions lapsed on account of the time limit.

MR. S. J. NAIR:
228. To reduce the allotment of Rs. 21,645 for salaries of First Grade Inspectors by Rs. 5

MR. S. J. NAIR:
229. To omit the allotment of Rs. 2,755 for salaries of First Grade Traffic Inspectors.

MR. K. SANKARAN:
230. To omit the allotment of Rs. 4,200 for bus examination allowance to the Traffic Inspectors.

MR. K. R. ELENKATH:
231. To reduce the allotment of Rs. 1,40,329 for salaries by Re. 1

MR. K. R. ELENKATH:
232. To reduce the allotment of Rs. 3,09,236 for constables by Re. 1

MR. T. K ALEXANDER:
233. To reduce the allotment of Rs. 6,55,861 for District Police by Re. 1

MR. K. M. KURIAKOSE:
234. To reduce the allotment of Rs. 6,55,861 for District Police by Re. 1

MR. K. MAHOMED:
235. To reduce the allotment of Rs. 6,55,861 for District Police by Re. 1

MR. M. SIVATANU PILLAI;
236. To reduce the allotment of Rs. 6,55,861 for District Police by Re. 1.

MR. M. SIVATANU PILLAI:
237. To reduce the allotment of Rs. 6,55,861 for District Police by Re. 1

MR. A. EASWARA PILLAI (*Kottarakara*):
238. To reduce the total allotment of Rs. 7,03,815 under Demand IX by Rs. 100

MR. S. J. NAIR:
239. To reduce the total allotment of Rs. 7,03,815 under Demand IX by Re. 1.

MR. S. J. NAIR:
240. To reduce the total allotment of Rs. 7,03,815 under Demand IX by Rs. 2.

MR. A. THANU PILLAI:
241. To reduce the total allotment of Rs. 7,03,815 under Demand IX by Re. 1

PRESIDENT: I put Demand IX—Police—Rs. 7,03,815 to the vote of the House.

The demand was passed and the grant was made.

DEMAND X—PUBLIC WORKS DEPARTMENT.

MR. L. H. JACOB (*Ag. Chief Engineer*): Sir, I rise to move for a grant not exceeding Rs. 34,54,850 under Demand X—Public Works Department.

Motions 242 to 244.

The following motions were not moved.

MR. S. J. NAIR:
242. To reduce the allotment of Rs. 2,100 for Superintendent by Rs. 5

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. K. SANKARAN :
243. To reduce the allotment of Rs. 31,332 for establishment by Rs. 100

MR. K. SANKARAN:
244. To reduce the allotment of Rs. 31,332 for establishment by Rs. 10

Motion 245:

MR. T. K. ALEXANDER (*Kunnatnad I*): Sir, I beg to move.

To reduce the allotment of Rs. 32,832 for establishment by Re. 1.

My object in making this motion is to show that the amount sanctioned under P. W. D. is allowed to lapse without proper estimates being prepared and that the new works included in the list are not bein carried out.

MR. L. H. JACOB (*Ag. Chief Engineer*): I am sorry I cannot hear the member.

PRESIDENT: There is too much noise in the gallery. If it continues, the chairs will be removed.

MR. T. K. ALEXANDER (*Kunnatnad I*): Sir, my object is to point out the defects in the Department in allowing the amounts budgeted to lapse and also to point out that the new works included in the list are prepared by the officers who do not give due consideration for the immediate necessity of the works. There are so many examples to show that. For example, the amount budgeted in the year 1106 for the road from Arakadavu to Edapalli has been allowed to lapse. The work which began 10 years ago for a road from Muvattupuzha to Edapalli has been left uncompleted. Ninety-nine per cent of the work has been done. But the remaining small portion is incomplete. Certain works recommended by the District Board and Central Board remain unattended to. In North Travancore the amount allotted is very small when compared with the other portions of Travancore.

MR. R. NILAKANTA PILLAI (*Financial Secretary to Government*): What about the Pallivasal expenditure?

PRESIDENT: That does not arise.

MR. T. K. ALEXANDER (*Kunnatnad I*): I think it does not arise now. In those cases people are prepared to give lands free of compensation for the construction of roads. But the Government do not take those lands when people are willing to surrender them free of cost. For instance, the case of Edapalli-Arakadavu road for which the major portion of land is given free of compensation. Sir, I wish to refer to page 155 of the Administration Report where it is stated—

"The Government have long recognised the importance of good communications in the State—

MR. A. THANU PILLAI (*Trivandrum-Rural*): Sir, has the member been favoured with a copy of the Administration Report of the Department for the last year? Is it the Administration Report of Government or the Administration Report of the Department?

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. T. K. ALEXANDER (*Kunnatnad I*): The State Administration Report.

MR. A. THANU PILLAI (*Trivandrum-Rural*): Sir, It is a pity that we have not yet been favoured with these reports.

MR. T. K. ALEXANDER (*Kunnatnad*): The Report says :— "The Government have long recognised the importance of good communications in the State and the need for their steady development. The phenomenal increase of motor traffic during recent years has led to the elaboration of a programme for widening the old highways to suit modern requirements and allotment of increased maintenance grants"

But we find nothing is done for the steady development of the means of communication. Sir, the Government take part in the Cochin Harbour Scheme and if the Government want the country really to be benefited, I submit that a network of roads and other means of communication should be opened in the country. In this connection, I wish to draw the attention of the Government to the line from Kumarapuram to Thammana thereby connecting with Ernakulam. Sir, again on page 156 of the Administration Report it is stated :—

"The total length of roads newly opened was 12 miles and of roads improved 131 miles".

That means an average of one mile per month of road has been constructed in the course of one year. Sir, in Travancore there are 3,936 villages and in these villages the people are agriculturists and this is a time of economic depression and agriculture has become the least paying and the most unfortunate of our occupations. But nothing is done to improve agriculture. Improvement of the means of communication will enable the Government or rather the people to work for the development of commerce and industries and also promote the economic prosperity of the country. With these words, I move the motion.

MR. K. M. KURIAKOSE (*Muvattupuzha II*): Sir, I rise to support the motion brought forward by my friend Mr. Alexander. In this connection, I wish to bring to the notice of the Government certain irregularities and want of proper attention nearing even to negligence on the part of this Department. As a consequence of this, a good deal of public money is wasted, not to speak of the misfortunes of the public at large. Sir, there are several roads in this country—on which I am subject to correction—at least one example in my locality, where 95 per cent. of the total amount required has been spent and owing to not spending the remaining 5 per cent. the whole road is unfit for the purpose for which it is intended. To cite one example in my locality, there is the road from Mamala to Piravam. This is an important road connecting two important trading centres, Piravam and Puthencruz, in the up-country places like Muvattupuzha and Kunnatnad taluks. There is an embankment along this road called 'Puthan nada' half a furlong long. This is meant for irrigation purposes and requires widening before it is made into a cart road. The distance covered by this road between Mamala and Piravam, namely, 12 miles, is

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. K. M. Kuriakose.]

almost left as it were in its original state; that is, no traffic is going on between these two places Besides serving the purpose of communication, it will help the other purpose also, that is, irrigation. In quoting examples of this kind, I do not wish to waste the time of the House. Sir, such negligence on the part of the department is highly deplorable. On the other hand, before completing works of this kind, we find fresh estimates sanctioned and works taken up by the department in other places. Is this an illustration of want of funds? Before completing a work which has already been started, they go on to other works leaving the first work unattended to and thereby losing all the money spent upon it. Funds for proper maintenance of those roads are also not sanctioned. Even if an allotment is sanctioned, it is not properly utilised.

Sir, another serious offence also is committed by these officers to the public. Sir, sometimes a definite promise is held out by them that, if the people of the localities concerned would surrender, free of compensation, the land required for roads, the Department would allot the required amount for such works and complete them. It is not all people who agree to part with their lands free even for such works of public utility; and it is often with extreme difficulty that such men are persuaded to agree to surrender their lands. Therefore, it is absolutely necessary that Government should take urgent action in cases where the people have agreed to surrender their lands free for works of public utility. Otherwise, when these people find that the Government do not give them any encouragement even after the lands have been surrendered, they will naturally refuse in future to agree to make such surrenders, and it becomes impossible for other people to get such works carried out. I hope Government will take particular care to rectify matters in this respect.

With these words, I support the motion brought forward by Mr. Alexander.

The Assembly adjourned for lunch at 1-32 P. M. and re-assembled at 2-17 P. M.

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*): I rise to support the motion; and in doing so, I wish to point out one or two defects in the working of the P. W. D. In my opinion, there is no consistent policy, no constructive policy, pursued by the Department. Except the big schemes like the hydro-electric scheme, ordinary public works are being done in a fit of absent-mindedness as it were. Works are planned, provision is made in the Budget, works are started and carried on for a year or two and then dropped altogether or taken up again, in some cases, at irregular intervals. This kind of policy results in the wasting of public money without any advantage to the public. I shall illustrate my position.

There was a proposal to open a light railway from Alleppey to Arukutty, in the days of Chief Engineer, Mr. Bastow. It died as a

LIBRARY ARCHIVES Kerala Legislative Assembly

mere paper scheme, and nothing came out of it. The Alleppey-Shertala canal was taken up next; land was acquired at an enormous expense; and three miles of the canal from the Alleppey end and from the Shertala end were actually cut open. Lakhs of rupees were spent; ultimately Government found that it was a veritable white elephant, and finally dropped it when we were in the middle of it. During the days of Mr. Watts, he and Mr. Vipan, the then Chief Engineer, came and inspected the locality; and they started the Alleppey-Aroor road. That work was very vigorously executed, and we are thankful to Government for that. But, along with that road, there was also a scheme for a system of cross-roads and canals. Some money was spent on these cross-roads and then they were dropped altogether, although some provision was being made in the Budget year after year. These amounts lapse at the end of the year. The work has not made any progress in recent years, and we now hear the orthodox official excuse that funds are not available.

This consistent lack of policy has been made clear during the general discussion on the Budget and by the answers elicited by interpellations. These local works must be classified in the order of urgency and taken up one after another in that order and completed, whatever be the financial difficulties of Government.

Let me refer to one other instance. The Shertala-Tannirmukkam road and the Tannirmukkam-Muhamma road are two incomplete works in my constituency. Three or four miles of these roads have been actually constructed. But, the rain has washed away all the soft sand and mud so that we now have only sharp stones and pebbles struggling for supremacy on the road. The condition of the roads has led to a humorous story which is now current in the locality. This is the story. There was an old woman who had an unduly developed sense of humour. In remonstrating her grandchild, she once said, "Look here, child, if you go on like this and push matters to a crisis, I will make you walk along the Shertala-Tannirmukkam road." That is the worst punishment that the grandmamma could think of for her recalcitrant grandchild. That is the condition of the road. Sir, I am not exaggerting things. Anybody who walks just one or two furlongs on that road, even with shoes on, will be convinced of the truth of my statement. Thousands of rupees have been spent. In such cases, especially in places where the rainfall is high, there is no use unless the Department carries on maintenance works regularly. Unless they do that, they often have to begin again the whole work and one can imagine the waste of public money involved.

During the course of the general discussion on the Budget and during interpellation time, I wanted to elicit information regarding a definite policy on the part of the P. W. D. as regards these cross-roads which are indispensable for the use of the main roads opened at heavy cost to the public. I got nothing but the usual answer, namely, lack of funds. Sir, so far as my constituency is concerned, these are not luxuries, these are primary necessities. These works have to be treated

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. Edavanatt S. Padmanabha Menon.]

as urgent needs irrespective of the question whether the Government have funds or not. Government must somehow find funds, especially in the interest of the money already spent on them. It is regrettable to find that the Government do not see the economic aspect of these works as a whole. Sir, we are spending lakhs of rupees on the Cochin Harbour Scheme and we expect an enormous development of trade and commerce in the country. There is also the Alleppey Port. Shertala forms, as it were, a feeding centre for these two northern and southern ports. If the Alleppey-Aroor road is connected with the interior of the country by a system of cross-roads and canals, it will facilitate the trade in the country. The eastern and western portions of the Taluk consist of low-lying regions. We have the backwater on the eastern side and the sea on the western side. The land touching the Alleppey-Aroor road is not of much value now and consists of dry loose sand; and if we could get a system of cross roads in this area a good portion of the Vembanad lake could be reclaimed for cocoanut cultivation The land on the western side also could be brought under cultivation. The whole region could be made to yield a substantial revenue to Government, if the Government would provide the necessary means of communication. The excess of sand found in the interior of the Taluk is much in demand in the eastern and western low-lying clayish tracts and the sandy soil of the interior can be made rich with the admixture of the fertile alluvial clay of the Pozhichal. Sir, it is an important local problem which deserves careful study and I solicit the Darbar to earnestly tackle the same.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): I rise to support the motion. In doing so, my aim is to insist on the Chief Engineer to extend his inspections both to the outlying and the internal parts of the country, especially to those places where considerable havoc has been wrought by the recent floods. I had occasion, quite recently, to visit the various *pakuthies* of my constituency and I found that all the roads and culverts were in a deplorably damaged condition. In fact all the branch roads on the northern side of the M. S. road from Trivandrum to Neyyattinkara are uniformly slushy and are punctuated by very bad curves which can be eased at a very low expenditure.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): I should like to be enlightened as to whether it is permissible for members to speak on local needs under this motion which relates to the establishment of the Chief Engineer?

PRESIDENT: I do not see how reference to local needs could be cut out altogether; but, I must ask members, as I have asked so many times, not to refer to details but to refer to them only incidentally. General cut motions like the present motion should be directed against the policy of the Department; but there can be no objection to reference to instances.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. T. KRISHNA PILLAI (*Neyyattinkara II*): The necessity for a bridge over the Neyyar at Poovar is a matter which has been pointedly brought to the attention of Government year after year both in the Legislative Council and in the Sri Mulam Popular Assembly; and as a result, the late Mr. Watts, when he was Dewan here, had the kindness to make a personal inspection and convince himself of the necessity for a bridge there. But, it is regrettable to find that we are still without the much-needed bridge.

Another work which calls for the immediate attention of Government is the construction of a channel on the western side of the Kottukal *ela*. After repeated entreaties the proposal to cut open channels on both the eastern and western sides of the fields was accepted by the Government and a very handsome amount was spent for the construction of a channel on the eastern side. By the existence of a channel on only one side of the *ela*, the ryots are not going to be benefited at all. Sir, in this connection, I would urge on the Chief Engineer that, if funds are not available to embark on big schemes it is advantageous if he would arrange for the completion of the works already begun and left to lie over half finished.

MR. S. J. NAIR (*Nedumangad*): Sir, I support the motion before the House for the reason that the department is not pursuing a definite policy with regard to the improvement of means of communication in the various taluks with reference to their needs. With regard to the means of communication, I mean the roads in the Trivandrum city itself, the department is experimenting and experimenting various methods so that the roads in the city may be brought to perfection, when the people in the mofussil are suffering a good deal due to the absence of proper means of communication.

Incidentally, I shall refer to my constituency, I mean the Nedumangad taluk, and the various difficulties and disabilities the people in that taluk are undergoing today due to the absence of proper means of communication. There is one road which was opened a few years ago, I mean the Chittar road. It has a length of about 9 miles. Seven miles were completed two years ago; but no allotment was made for the maintenance of the said road; and consequently though the road was metalled two years ago and was very good for traffic, it has become, due to absence of maintenance, practically useless today. Such a sort of haphazard method of constructing certain new roads and leaving them astray without sufficient allotment for their maintenance and improvement is not a policy that ought to be pursued.

Then we have got a trace known as Kallar-Arivipuram trace with a length of about 5 miles. The member of the Sri Mulam Popular Assembly for my constituency was representing the necessity of opening that road and converting it into a cart road for the last three years and various representations have been sent to the Government

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. S. J. Nair.]

and to the head of the department to convert that trace. To do this it will not cost much to Government. At the most the cost may come to about Rs. 5,000 or Rs. 6,000. If that trace is converted into a cart road, it will be of use practically to half the taluk and it is absolutely necessary that this trace ought to be converted into a cart road. No more lands also ought to be acquired in this connection. Then there are traces like Karipur trace and Aruvikkara trace and these also may not cost much to be converted into cart roads. There is the Pirappancode-Pothencode trace which is also an important trace to be converted into a cart road. Then there is one road which runs from Arianad to Vidura.

PRESIDENT: Would it not be sufficient just to refer to one or two instances. Mr. Nair?

MR. S. J. NAIR (*Nedumangad*): A culvert alone need be constructed there. The bridge or rather culvert that was in the above road has been damaged as a result of the recent floods and consequently the people are undergoing serious hardship.

The Department is not at all attending to the minor irrigation works in my taluk. Very recently the Revenue Commissioner, who was there, was convinced of the necessity of the department doing something substantial towards minor irrigation in that taluk which has suffered a great deal in the recent floods.

Then we want two ferry services to be started at Aruvipuram and Poovattur. Though for two or three years we have been agitating for ferry boats, it has not yet been given to us. It may not cost much at all if this little convenience is afforded to us.

In Nedumangad there is no court house for the Magistrate to hold his court. A court house is absolutely required. With regard to the repair and extension of the dispensary at Vamanapuram, I thank the Government for their promise to do the needful in the matter early.

There is another grievance namely the opening of a new toll gate at the 17th mile near Venjaramood in M. C. road. There are about 4 or 5 buses running on that road form Vamanapuram. In these days of—

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Sir, I rise to a point of order. The member is again referring only to local needs.

MR. S. J. NAIR (*Nedumangad*): It is only incidentally that I am referring to these instances.

PRESIDENT: I cannot stop the members from referring to local needs. But I would ask them to refer to them as little as possible.

MR. S. J. NAIR (*Nedumangad*): That toll-gate is creating a lot of harm and nuisance. We have to pay two tolls for a distance of a few miles.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): May I know from the member how a toll-gate can be avoided by the travel of the Chief Engineer?

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. S. J. NAIR (*Nedumangad*): It is only within a distance of 8 miles that two toll-gates are established. If the Chief Engineer travelled, he has been able to see this. Sir, there is already one toll-gate near Nedumangad and bus owners who travel only a distance of 5 miles have to pay another toll also this side of Vamanapuram, near Venjaramood.

PRESIDENT: Your time is up.

MR. S. J. NAIR (*Nedumangad*): This toll gate ought to be removed from there.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): പബ്ലിക്ക് വക്ക്സ് ഡിപ്പാർട്ടുമെൻറിൽനിന്നും പൊതുവെ സ്വീകരിക്കേണ്ടതായ ചില നയങ്ങളെ സംബന്ധിച്ചു പ്രസ്താവിച്ചതിനുശേഷം ഇവിടെ അവതരിപ്പിച്ചിരിക്കുന്ന ഉപക്ഷേപത്തെ അനുകൂലിക്കാമെന്നു വിചാരിക്കുന്നു. രാജ്യത്തിന്റെ അതുകെ മുതലെടുപ്പിൽ നിന്നും ഒരു നിശ്ചിതമായ ശതമാനസംഖ്യ ജനങ്ങളുടെ സൌകര്യത്തെയും നന്മയേയും ഉദ്ദേശിച്ചു നടത്തപ്പെടുന്ന ജോലികഠംക്കായി പബ്ലിക്ക വക്ക്സ് ഡിപ്പാർട്ടുമെൻറിലേക്കു പ്രതിവർഷം നീക്കിവയ്ക്കണമെന്നുള്ളതാണ് എന്റെ അഭിപ്രായം. ഇങ്ങിനെ പ്രസ്താവിക്കുന്നതിന് ഇടയായ സംഗതി, ചില വർഷങ്ങളിൽ പ്രാദേശികാവശ്യങ്ങളെ ഉദ്ദേശിച്ചു ചില സ്ഥലങ്ങളിൽ പാലങ്ങളും ജലസേചനമാർഗ്ഗങ്ങളും ഉണ്ടാക്കുന്നതിനു ബഡ്ജറ്റിൽ ഒരു തുക കൊള്ളിച്ചതിനുശേഷം ആ ആവശ്യം നിവ്വഹിക്കാതേയും മുൻവർഷത്തിൽ നീക്കിവച്ചിരുന്ന സംഖ്യ വിനിയോഗിക്കാതേയും വീണ്ടും ആ ജോലികഠംക്ക് യാതൊരു സംഖ്യയും അടുത്ത വർഷത്തെ ബഡ്ജറ്റിൽ ചേക്കാതേയും കാണപ്പെട്ടു വരുന്നു എന്നുള്ളതാണ്. ഒരു വർഷത്തിൽ ചില ക്ലിപ്തജോലികഠംക്കായി ഒരു സംഖ്യ ബഡ്ജറ്റിൽ നീക്കി വച്ചശേഷം ആ വർഷത്തിൽ അതു നടത്താതിരിക്കുകയും അടുത്ത ആണ്ടിൽ ഒരു സംഖ്യയും അതിനു അനുവദിക്കാതിരിക്കുകയും ചെയ്യുന്നതു നിമിത്തം ജനങ്ങഠംക്കു വളരെ സങ്കടത്തിനു ഇടയായിട്ടുണ്ട്. അതിനാൽ ഏതെങ്കിലും ജോലികഠംക്കായി ഒരു വർഷത്തിൽനീക്കി വയ്ക്കുന്ന സംഖ്യ ആ വർഷത്തിൽതന്നെ വിനിയോഗിക്കാത്ത പക്ഷം ആ സംഖ്യ പൊതുമുതലിൽ ചേക്കാതെ റിസവ്വ് ചെയ്തു അടുത്തവർഷത്തിൽചേത്തു ആ ജോലി അടുത്ത വർഷത്തിൽചെയ്തു തീക്കത്തക്കവണ്ണം ഒരു പദ്ധതി ഏർപ്പെടുത്തേണ്ടതു അത്യാവശ്യമാണ്.

ഈ രാജ്യത്തുള്ള എല്ലാ ജനങ്ങളുടേയും ക്ഷേമത്തെ ഉദ്ദേശിച്ചായിരിക്കണം പബ്ലിക്ക്വക്ക്സ് ഡിപ്പാർട്ടുമെൻറിൽനിന്നും ജോലികഠം നടത്തുന്നതു. ചില സ്ഥലങ്ങളിലുള്ള ജനങ്ങഠംക്കു കൂടുതലായ സൌകര്യങ്ങഠം

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. T. P. Velayudhan Pillai.]

നർമ്മകയും മറ്റു ചില സ്ഥലങ്ങളിലുള്ളവക്ക് ഒട്ടും തന്നെ സൌകര്യം നൽകാതിരിക്കുകയും ചെയ്യുന്നുണ്ട്. ചിലരുടെ സൌകര്യത്തിനായി ഭംഗിയായ റോഡ് ഉണ്ടാക്കുകയും അതിനു സുഖവും സൌകര്യവും പോരെന്നു കരുതി റോഡിൽ ടാർ ഇടുകയും അതുകൊണ്ടും മതിയാകാതെ അതിനെ സിമൻറ് റോഡ് ആക്കുകയും ചെയ്തിരിക്കുന്നു. പാമ്പ് മുതലായ ഒഷ്ട ജന്തുക്കൾ വർദ്ധമാനമായിരിക്കുന്ന ഉൾനാടുകളിൽ റോഡ് ഉണ്ടാക്കുന്ന വിഷയം ഗവണ്മെൻറ് അശേഷം ശ്രദ്ധിക്കാതിരിക്കുന്നു. ഈ സ്ഥിതി ജനങ്ങൾക്ക് പൊതുവെ സങ്കടകരമായിട്ടുള്ളതാണ്. ഈ രാജ്യത്തിന്റെ പല ഭാഗങ്ങളിലുമുള്ള ആവശ്യങ്ങൾ എന്തെല്ലാമാണെന്ന് ജനപ്രതിനിധികൾ ഇവിടെ പ്രസ്താവിച്ചിട്ടുണ്ട്. അവയിൽ ഏറ്റവും ആവശ്യമായിട്ടുള്ളവ ഏതാണ്, അത്തരത്തിലല്ലാത്തവ ഏതാണ്, എന്നു തരംതിരിച്ച് അത്യാവശ്യകതയുടെ കൂടുതൽ കുറവ് അനുസരിച്ച് ഗതാഗതമാർഗ്ഗങ്ങളും മറ്റു പ്രവർത്തികളും ചെയ്യണമെന്നാണ് എന്റെ അഭിപ്രായം. കുറെ മുമ്പ് ഗവണ്മെൻറിൽനിന്നും റോഡ്ബോർഡ് എന്നൊരു പ്രസ്ഥാനം ഏർപ്പെടുത്തിയിരുന്നു. അതിൽ രാജ്യത്തിന്റെ പല ഭാഗങ്ങളിലുമുള്ള ജനപ്രതിനിധികൾ ഒരേ ഘട്ടത്തിൽ ഓരോ സ്ഥലത്തും ഉള്ള ആവശ്യങ്ങളേയും അത്യാവശ്യങ്ങളേയും അറിയിക്കുകയും അതിനെ വേണ്ടപോലെ നിവൃത്തിക്കുന്നതിനു ശ്രമിക്കുകയും ചെയ്യാമായിരുന്നു. ആ റോഡ്ബോർഡ് കുറെനാൾ ഇരുന്നശേഷം നിർത്തിക്കളഞ്ഞു എന്നാണ് കാണുന്നത്. അതിനെക്കുറിച്ചു ഞാൻ ഒരു പ്രശ്നം അയച്ചിട്ടുണ്ടായിരുന്നു. ആ റോഡ്ബോർഡ് വീണ്ടും സ്ഥാപിച്ച് രാജ്യത്തിന്റെ നാനാഭാഗങ്ങളിലുമുള്ള ജനങ്ങളുടെ അത്യാവശ്യത്തിനനുസരണമായുള്ള കാര്യങ്ങൾ സാധിച്ചുകൊടുക്കുന്നതിന് ഗവണ്മെൻറു കഴിയുന്നതും വേഗം ശ്രമിക്കണമെന്നുള്ളതാണ് എനിക്കു പറയുവാനുള്ളത്.

ഇനി ഒരു സംഗതി പ്രസ്താവിക്കുവാനുള്ളത് കർഷകന്മാർ ഒട്ടുവളരെ അധിവസിക്കുന്ന ഈ രാജ്യത്തു കൃഷിക്കുപയുക്തമായ വിധത്തിൽ ജലസേചനം നൽകുന്നതിനു പബ്ലിക്ക് വർക്സ് ഡിപ്പാർട്ടുമെൻറിൽ നിന്നും വേണ്ടതു പോലെ ശ്രദ്ധപതിപ്പിച്ചു കാണുന്നില്ല എന്നുള്ളതാണ്. ചെങ്ങന്നൂർ എറ്റുപുഴപ്പാലത്തിന് സപ്ലൂം മുകംവശത്തു നിന്നു ഇല്ലിമലയാറ്റിൽചെന്നു ചേരത്തക്കവണ്ണം ഒരു തോടു വെട്ടിക്കുന്നതിന് മുമ്പ് ഒരവസരത്തിൽ ഗവണ്മെൻറിൽ നിന്നും ശരിയായ ഒരു സംഖ്യ ബഡ്ജ

LIBRARY ARCHIVES Kerala Legislative Assembly

റിൽ അനുവദിക്കയും ആ വേല ഏറ്റവും വേഗത്തിൽ തീരുമെന്ന് ആ സ്ഥലത്തെ ജനങ്ങളം പ്രതീക്ഷിച്ചിരിക്കുകയും ചെയ്തിരുന്നു. "മുഴിക്കൽ ഇല്ലിമല" തോട്ട് എന്നാണുഅതിന്റെ പേര്. ഈ തോട്ട വെട്ടുന്ന പക്ഷം അതിനടുത്തുള്ള ൨൦,൦൦൦ പറനിലം ആ ഭാഗത്തുള്ള ജനങ്ങൾക്കു ഫലപ്രദമാക്കിതീർക്കാൻ സാധിക്കുന്നതാണ്. ഇതിനു ഒരു കൊല്ലത്തിൽ പണം അനുവദിച്ചതിനുശേഷം ഇതേവരെ പണം അനുവദിച്ചിട്ടില്ല. ഇതു ആക്ഷേപാർഹമായ നയമാണ്. കൊല്ലകടവിൽ ഒരു പാലം ഇല്ലാഞ്ഞതുകൊണ്ട് മജിസ്ട്രേതിരുവിതാംകൂർകാക്ക് സഞ്ചാരസൌകര്യമില്ലാതിരിക്കുന്നുണ്ട്. അവിടെ ഒരു പാലം ഉണ്ടാക്കിയാൽ ഈ രാജ്യത്തിന്റെ വടക്കേ അറ്റം മുതൽ തെക്കേ അറ്റം വരെ കുറഞ്ഞസമയംകൊണ്ട് സൌകര്യമായ വിധത്തിൽ സഞ്ചരിക്കുന്നതിന് സാധിക്കുന്നതാണ്. ഇതിനു ഒരു അടങ്കൽ തയ്യാറാക്കി ഉടൻതന്നെ ജോലി നിവ്വഹിക്കാൻ പോകുന്നതായി അറിയുന്നുണ്ട്. ഈ സംഗതിയിൽ ഗവണ്മെൻറിന്റെ ശ്രദ്ധ പ്രത്യേകം പതിയേണ്ടതാണെന്ന് പ്രസ്താവിച്ചുകൊള്ളുന്നു.

MR. G. NILAKANTAN (*Nominated*): I beg to support the motion. My object in doing so is to invite the attention of Government to the management of the P. W. D. Workshops in Trivandrum. This institution is nearly a century old in which labour is very much interested. It is fully equipped in plant and machinery. It is also under the management of expert Engineers. It is also not in want of labour. It has got plenty of famishing labour and it can turn out 3 to 4 lakhs of rupees worth of articles. Yet the institution is not serving the purpose for which it is intended. The failure appears to be due in the first instance to overhead charges in the shape of interest on the machinery, labour and depreciation charges. The overhead charges are so prohibitive that the P. W. D. Workshop is not able to meet the requirements of the public. Secondly some of the machines are out of date. In these days of electricity, cheap machinery is available which can reduce the cost of articles to a minimum. Thirdly the P. W. D. authorities are working under a superstition that they should not turn out works which will be cheaper than or equal to the cost of works turned out by private firms. In former days this theory was alright, but now all Governments enter upon any work just like any private agency. As a result of the policy now pursued by the department, all works go to private firms. The Workshop was intended to supply articles to all the departments in the State. But they are not doing even that. It was one of the fundamental objects with which the Workshop was started. If the Workshop will turn out works worth Rs. 3 or 4 lakhs, it can employ a larger number of labourers. They are not doing so. The labour is therefore hit very hard. Again on account of heavy overhead charges, a good deal of sweated labour is going on in the Workshop. Works are

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. G. Nilakantan.]

given on the piecework system, and labourers unable to get work elsewhere compete with each other and take up work for very low wages. A carpenter who could work for Re. 1 or Rs. 1¼ does not get more than ten chackrams. Formerly works were turned out on the daily job work system. As a result of that, the workmen were not only able to maintain themselves in comfort by the decent wages they got but also the institution produced many skilled artisans and mechanics. The objection brought against the daily job system is that labour cannot be easily controlled and that it will dislocate work. I see no reason why it should be so.

PRESIDENT: Your time is up.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): Sir, as regards means of communication which form a very important subject of representations here, I may be permitted to offer a few practical remarks. There is absolutely no denying the necessity made out by various members on this side of the House with reference to their constituencies. More than one committee appointed by Government themselves have reported to Government in unmistakable terms that, for the development of agriculture, commerce and industry in the State, it is highly necessary that the interior parts of the country should be thrown open. For cultivation purposes, the agriculturist has to get down manure and other things from outside his village or from more distant places. Roads alone could serve this purpose. This necessity is growing day by day. But where are the funds to construct roads? None of us would accuse Government of criminal negligence in this respect. Several works necessary in various parts of the country are held up for want of funds. Government are not throwing away funds wastefully. They are utilising money for equally, or more useful purposes. So, if we insistently cry for more roads, bridges and culverts in all parts of the country, Government may find it difficult to satisfy these demands without imposing further burdens on the taxpayer. Some laid stress upon the necessity of having a programme of ryots' roads. Certainly people who want roads in their locality will not be unwilling to co-operate with the Government in constructing the roads and thereby lessening the burden of the Government. In my constituency (Pattanamthitta taluk) an instance was brought to the notice of Government and the Chief Engineer by Mr. Krishnan Nair who had the honour to represent that constituency last time. There are so many ryots' roads there which have not been seen by the Chief Engineer. That is the information that I have got. My submission is that the Chief Engineer ought to make it a point to treat this as a very important item of his programme and then see that the spirit of co-operation among the people is developed as far as possible. If ryots' roads are encouraged, Government are not called upon to advance huge amounts. But officers of the department should be of some service to the ryots who are willing to take up these works. So, I would request the Chief Engineer to

LIBRARY ARCHIVES Kerala Legislative Assembly

pay more attention to this item of work and see if he could not in an adequate measure serve the various parts of the country with the kind of co-operation of the people mentioned just now, which will certainly be to the advantage of the agriculturists, the commercialists and the industrialists.

MR. POTTAYIL S. KRISHNA PANIKKAR (*Shertala II*): Sir, I support the motion. In doing so, I wish to bring to the notice of Government the lack of a consistent policy on the part of the P. W. D. in completing works already taken up. This kind of haphazard method of taking up works here and there and leaving them unfinished is a waste both of the public funds and of the energy of the officers of the Department. I wish to bring to the notice of Government the case of an unfinished road from Shertala to Arukutty. With the improvement of the Cochin Harbour, the line from Shertala to Arukutty has assumed greater importance. That is the only road available for traffic from Shertala to Arukutty. But that is left unfinished. Sir, the *pakuthies* of Pallippuram, Thycattussery and Vaduthala Mattathilbhagom form themselves into an island and are cut off from the mainland. It is absolutely necessary to put up a *junghar* at Changada river without which vehicles cannot be taken from the mainland of Shertala to this island.

Another thing is that on this road there is the Poochakal canal where a bridge is highly necessary. At present there is an overbridge the condition of which is very dangerous. It is no exaggeration to say that the bridge which is now propped up on cocoanut timber is likely to give way at any moment. It is now four or five years since the road was first laid and this road is very much neglected without proper maintenance due to want of funds. On account of the recent floods, parts of the road were washed away. It will be a great boon conferred upon the people if this work can be taken up and finished soon.

Another point I wish to bring to the notice of Government is that the Department does not seem to pay the necessary attention to matters of urgent minor protective irrigation works. Time and often representations have been made to Government in the matter of putting up a bund in the Vayalar *pakuthi*. Sir, the only land available for cultivation in this *pakuthi* inhabited by more than 10,000 people lies between two bunds known as the Pullanchira and Plassery. Cultivation is impossible because of brackish water getting in. To prevent this, two bunds should be put up. Government do not seem to have taken any action in this matter. It will be really a boon to the people if the Public Works Department finds its way to take up the work in hand. This work may not cost more than Rs. 1,000; but it will be of great use to the people. In these days of economic distress, people have not got sufficient money to put up these bunds themselves. So I would urge upon the Government to take up this work in earnest and complete it soon.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Sir, ever since the constitution of the Sri Mulam Popular Assembly there has been an insistent cry in all corners of the State for more roads, bridges and culverts. The cry has only been increasing as years rolled on. On a careful examination

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. K. Kunjukrishna Pillai.]

of this question, it will be found that this problem cannot be solved satisfactorily, if it is attempted to be solved in a haphazard manner, within a reasonable period of time.

If we go on spending money by driblets, without a comprehensive programme to satisfy local needs according to their order of urgency and importance, nothing substantial will be achieved, and no adequate relief will be given.

But, Sir, the fundamental difficulty, that stares us in the way in undertaking the solution of this problem, is the importation of men as Chief Engineers from British Indian service, for short terms. They do not know the interior of the country, they scarcely understand the importance of rural centres, and they are generally not concerned in investigating the problem of rural communications from the point of view of the economic development of the country. By the time they begin to learn something about the country, they have to leave it. Thus it will be seen that successive Chief Engineers have found it impossible to attend to this question, with the result that there has been no consistent and comprehensive policy with a view to solve this problem. If not for anything else at least to save the time of this House, Government should take up this question seriously, and work on, with a comprehensive scheme, so that the most urgent needs of the rural areas may be satisfied within a reasonable time, say, five years; and funds should be found for the purpose. Funds that have been allotted should not be allowed to lapse; and allotments that are not utilised in one year should be consolidated into a separate fund for the purpose of utilising them for the purposes for which they were intended.

Sir, if the Chief Engineer, or some responsible officer of Government, goes into the interior of the country, he will be convinced how difficult it is for the people of those localities to go to places of habitation, to places where they have to purchase the very necessaries of life.

For instance, there is a place called Nedumpana, in my own constituency, wherefrom it is difficult to sight a road, unless you walk a minimum of five miles in any direction. And yet it is a fairly good agricultural centre. There is another place called Mayyanad. Except the train traffic, there is no communication by land. The place is full of sand in all directions. We were agitating, for the last quarter of a century, for a road to this place, from the 39th milestone, in the Quilon-Trivandrum road. An estimate was prepared as early as 1926. Since then the road, it is said, was in the process of construction. It is nowhere near completion as yet. I earnestly request Government to bear in mind similar instances, when they make provisions in the budget. Provision has to be made in the order of urgency and importance. This question of rural communications has to be investigated thoroughly, and solved without delay. That can be done only by a man who knows the country thoroughly. There is no use of tinkering with the problem. I wish to draw the serious attention of Government to this aspect of the problem.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. N. E. VARUGHESE (*Tiruvalla I*) : സാർ, പബ്ലിക്ക് വർക്ക്സ് ഡിപ്പാർട്ടുമെൻറിലേക്കു ആണ്ടുതോറും ഭീമമായ ഒരു സംഖ്യ അനുവദിക്കുകയും ചിലവുചെയ്യുവരികയും ചെയ്യുന്നുണ്ട് എന്നുള്ളതു വാസ്തവംതന്നെ. ഈ നാട്ടിലെ ജനങ്ങൾ കൊടുക്കുന്ന ധനത്തിൽനിന്നുമാണ് ഈ ഭീമമായസംഖ്യ ആണ്ടുതോറും ചിലവുചെയ്യുന്നതു്. ഞങ്ങൾ ഉൾനാടുകളിൽ നിന്നും രാജധാനിയിൽ വരുമ്പോൾ ഇവിടെ പുതിയ പുതിയ പല പണികളും പാലങ്ങളും ജീവിതസൌകര്യത്തിനാവശ്യമുള്ള മറ്റനേകം പണികളും നടത്തിവരുന്നതായി കാണുന്നുണ്ട്. ഈ സഭയുടെമുമ്പാകെ ഞാൻ കൊണ്ടുവരണമെന്നു ഉദ്ദേശിക്കുന്ന സംഗതി സാധുക്കളായ ഉൾനാട്ടുകാരുടെ ആവശ്യങ്ങളെ സംബന്ധിച്ചാണ്. രാജധാനിയിൽ ഇങ്ങിനെ ധാരാളമായി പണം ചിലവുചെയ്യുന്നുണ്ടെങ്കിലും ഉൾനാട്ടുകാരുടെ ആവശ്യങ്ങൾ ഗവണ്മെൻറിൻെറ ദൃഷ്ടിയിൽവരുമ്പോൾ അതിനു പണമില്ലെന്നുള്ള മറുപടിയാണ് സാധാരണയായി ലഭിച്ചുകൊണ്ടിരിക്കുന്നതു്. ഇതു വളരെ സങ്കടകരമായിട്ടുള്ള ഒരു സംഗതിയാണ്. രാജധാനിയിലോ മറ്റു നഗരങ്ങളിലോ ഉള്ളവർമാത്രമല്ല ഈ ഗവണ്മെൻറിൻെറ ഭണ്ഡാഗാരത്തെ നിറച്ചുകൊണ്ടിരിക്കുന്നതു്. ഉൾനാടുകളിലുള്ള ജനങ്ങളാണ് ഈ പണത്തിൽ അധികഭാഗവും കൊടുത്തുകൊണ്ടിരിക്കുന്നതു്. ഉൾനാട്ടിൽ താമസിക്കുന്നവരുടെ ജനസംഖ്യയും രാജധാനിയിലും നഗരങ്ങളിലും താമസിക്കുന്നവരുടെ ജനസംഖ്യയും തമ്മിൽ താരതമ്യപ്പെടുത്തിനോക്കിയാൽ ഉൾനാട്ടിലാണ് അധികം ജനസംഖ്യയുള്ളതു്. അതുകൊണ്ടു ഉൾനാട്ടുകാരുടെ ആവശ്യങ്ങൾ നിറവേറുന്നതിന് പണമില്ലെന്നു് പറയുന്നതു വളരെ സങ്കടകരമാണെന്നുള്ള സംഗതി ഗവണ്മെൻറിൻെറ ദൃഷ്ടിയിൽകൊണ്ടുവന്നുകൊള്ളുന്നു. രാജധാനിയിലും മറ്റും ധാരാളം പണം ചിലവാക്കിവരുന്നതുകൊണ്ടുള്ള അസൂയനിമിത്തമാണ് ഈ സംഗതികൾ പ്രസ്താവിക്കുന്നതു എന്നു വിചാരിക്കരുതു്. തിരുവനന്തപുരം പട്ടണത്തിൽ സുഖസൌകര്യാഭിവൃദ്ധിക്കായി ഇങ്ങിനെ പണം ചിലവിടുന്നതുകൊണ്ടു ചിലപ്പോൾ ഞങ്ങൾക്കും അതിൽ പങ്കുകൊള്ളാൻ ഇടയാകുന്നുണ്ട്. എങ്കിലും രണ്ടു സ്ഥലത്തും ചിലവാക്കിവരുന്നതുകകളെ തുലനംചെയ്തു നോക്കുമ്പോൾ ഉൾനാട്ടുകാരുടെ അത്യാവശ്യങ്ങളെ അശേഷം മറന്നിട്ടു പ്രധാനസ്ഥലങ്ങളിൽ വളരെ അധികം പണം ചിലവുചെയ്യുവരുന്ന നയം ഒട്ടുംതന്നെ ശരിയായിട്ടുള്ളതല്ലെന്നു് വീണ്ടും ഞാൻ ഗവണ്മെൻറിനെ ഉൽബോധിപ്പിച്ചുകൊള്ളുന്നു. മിസ്റ്റർ കുഞ്ഞുകൃഷ്ണപിള്ള പറഞ്ഞതുപോലെ ഓരോ താലൂക്കിൻേറയും ആവശ്യങ്ങൾക്കു്

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. N. E. Varughese.]

അതായതു താലൂക്കുകാർ കൊടുക്കുന്ന ഭൂനികുതിയുടെ താരതമ്യംനോക്കി ചിലവുചെയ്യത്തക്കവണ്ണം ഒരു ക്ലിപ്തമായ പദ്ധതി ഗവണ്മെൻറിൽനിന്നു ഇതുവരെ സ്വീകരിച്ചിട്ടില്ലാത്തതുകൊണ്ടാണു് ഇങ്ങിനെ സംഭവിക്കുന്നതു്.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): I did not say that.

MR. N. E. VARUGHESE (*Tiruvalla I*): ഞാൻ ധരിച്ചതു് അങ്ങിനെയാണു്. അല്ലെങ്കിൽ ഇതു് എന്റെ പ്രത്യേക അഭിപ്രായമായി സ്വീകരിക്കുന്നതുകൊണ്ടും വിരോധമില്ല. ഓരോ താലൂക്കുകാരും കൊടുക്കുന്ന പണത്തിന്റെ സംഖ്യനോക്കി, പൊതുസ്ഥാപനങ്ങൾക്കു കൂടുതൽ സംഖ്യ അനുവദിച്ചതിനുശേഷം, മറ്റുള്ളവർക്കു തുല്യമായി കിട്ടത്തക്കവണ്ണമുള്ള ഒരു പദ്ധതി ഗവണ്മെൻറു തയ്യാറാക്കണം. തിരുവല്ലാതാലൂക്കു് ജനസംഖ്യകൊണ്ടും വിദ്യാഭ്യാസംകൊണ്ടും വിസ്തീർണ്ണതകൊണ്ടും ഏറ്റവും പ്രാധാന്യമുള്ള ഒരു താലൂക്കാണു്. അടുത്തഅണ്ടത്തെ ബഡ്ജറു നോക്കിയതിൽ ഒരു പാലം വകക്കു ൨,൦൦൦ രൂപായും മറ്റൊരു റോഡ് വകക്കു് ൩,൦൦൦ രൂപായും ഇങ്ങിനെ ൫,൦൦൦ രൂപാ മാത്രമേ ഈ താലൂക്കിന്റെ ആവശ്യത്തിലേക്കായി ചേർത്തുവച്ചിട്ടുള്ളതായി കാണുന്നുള്ളു. ഈ തുക ഈ താലൂക്കിന്റെ സ്ഥിതിക്കു വളരെ കുറവാണു്. ഇവയിൽ പ്രത്യേകമായ ഒരു സംഗതി എനിക്കു ഗവണ്മെൻറിനെ ധരിപ്പിക്കുവാനുണ്ടു്. തിരുവല്ലാതാലൂക്കിൽ "മല്ലപ്പള്ളി" എന്ന പ്രദേശത്തു മണിമലയാറിൽ ഒരു പാലം കെട്ടിത്തരണമെന്നും അവിടത്തെ ജനങ്ങൾ വളരെക്കാലമായി മുറവിളിക്കൂട്ടിയതിന്റെ ഫലമായി ഗവണ്മെൻറിൽനിന്നും എസ്റ്റിമേറു തയ്യാറാക്കിക്കുകയും പല അണ്ടുകളിലും എക്സിക്യൂട്ടീവ് ഇഞ്ചിനീയർ അതാതാണ്ടുകളിലെ പ്രാദേശിക പ്രീലിമിനറി ബഡ്ജറിൽ കൊള്ളിച്ചയക്കുകയും ചീഫ് ഇഞ്ചിനീയർ അതിലേക്കു ഏതാനും സംഖ്യ ശുപാർശചെയ്കയും ചെയ്യുന്നുണ്ടെങ്കിലും അതു് ഗവണ്മെൻറിന്റെ ദൃഷ്ടിയിൽവന്നപ്പോൾ ഒക്കെയും യാതൊരു സംഖ്യയും അനുവദിക്കാതിരിക്കുകയാണു് ചെയ്തിട്ടുള്ളതു്.

അവിടെയുള്ള ഒരു ആസ്പത്രി കെട്ടിടത്തിന്റെ കാര്യവും വളരെ നാളായി ഗവണ്മെൻറിന്റെ ദൃഷ്ടിയിൽ കൊണ്ടുവന്നുകൊണ്ടിരിക്കുന്ന ഒരു സംഗതിയാണു്. അങ്ങു് ആ സ്ഥലങ്ങളിൽ സഞ്ചരിച്ചപ്പോൾ അവസരത്തിൽ പാലത്തിന്റെയും ആസ്പത്രികെട്ടിടത്തിന്റേയും ആവശ്യ

LIBRARY ARCHIVES Kerala Legislative Assembly

തേപ്പറ്റി സ്ഥലനിവാസികൾ അങ്ങയെ ധരിപ്പിച്ചിട്ടുണ്ട്. ഈ സംഗതികൾ ഭയവായി ആലോചിച്ച് ഈ ആവശ്യങ്ങളെ എത്രയും വേഗത്തിൽ നിർവഹിപ്പതരണമെന്നപേക്ഷിച്ചുകൊണ്ട് ഞാൻ വിരമിച്ചുകൊള്ളുന്നു.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*) : Sir, I rise to support the motion. But I must say that it is with a sort of diffidence and despair that I do so. From the proceedings of these few days though we found that the "no-funds disease", is a common complaint with all the members on that side of the House, I think it is most chronic in the case of the Chief Engineer. He has been repeatedly telling us 'no funds'; and if we bring forward a proposal for a small improvement, I am afraid it will be a cry in the wilderness. But it is a very pertinent point that Mr. Alexander raised when he said that there is a logical inconsistency in leaving works half way when allotments are made to begin original works. There is a striking example in my own constituency, an example which concerns not only mine but also the neighbouring constituencies of my friends Mr. M. N. Nair, and Mr. P. K. Narayana Pillai. I think the Chief Engineer would agree with me when I say that Changanachery, Alleppey and Kottayam are the most important commercial centres in North Travancore. At one time the Government proposed to make a canal from Changanachery to Alleppey and another from Kottayam to Changanachery. The first went by the name of the Changanachery – Alleppey canal and the second the Chalakkal canal. Government decided to do it, began the work, spent a lot of money and then left both the works undone. I had sent a few interpellations about them. But, thanks to my ill-luck, they have not come up and I am not in a position to say exactly what amount Government have spent, what amount has been wasted and where those things stand now. However the opening of a canal from Changanachery to Alleppey is perhaps one of the most important necessities in North Travancore because Changanachery and Alleppey are the most flourishing trading centres.

MR. L. H. JACOB (*Ag. Chief Engineer*) :Does the member know that the people did not keep their promises ?

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*) : Th member is a better authority in the matter. The canal would certainly reduce the distance by 4 miles and the time saved by a native boat would be about 2 hours. And that would further be a nucleus for the opening of a future land route between the two towns.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*) : Can the member promise to help the P. W. D. in that matter ?

MR. KAINIKARA M. PADMANABHA PILLAI (*Changanacherry I*) : Certainly not. I do not think I need make any promise. I am not here to make promises, but to get promises.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. Kainikkara M. Padmanabha Pillai.]

Such instances are found in almost all parts of Travancore. As has been reported here by many members, this practice of leaving works half done is a waste to the Government and it causes very serious disappointment to the people. Chalakkal canal will not only shorten the route from Changanachery to Kottayam, but it would also be an important canal in the matter of irrigation. Then, Sir, there is our long standing complaint, the Kuttapuzha canal. It is one of my earliest recollections connected with the local needs of Changanachery. The people have been clamouring for it for more than half a century. But even now it is sleeping silently in a corner of the Government offices.

MR. L. H. JACOB (*Ag. Chief Engineer*) : There is a provision made for that for investigation this year.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*) : I thank the member sincerely. I would request the Government to see that the works they have taken up and half completed are somehow carried out, and that money and time spent on them do not end in mere waste to the Government, but result in actual use to the people in the different localities.

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): Sir, I beg to support the motion. My grievances are that there is no definite irrigation programme. I come from Nanjinad and when I mention that name there is an impression that the last word has been said on the subject of irrigation and nothing more has to be done so far as South Travancore is concerned. The Kodayar project is a misfortune to the people of South Travancore. What led to it was that some 100 years ago a Royal Engineer was obtained from the Madras Presidency. There were only two Royal Engineers in those days. He was invited to investigate the possibilities as regards irrigation in South Travancore. Nothing was done after his investigation and it was during the time of Dewan Rama Aiyangar that an irrigation department was started in South Travancore. Mr. Horsley was the Executive Engineer. He was sent on deputation by the Dewan to study irrigation works in British India ; Dewan Rama Aiyangar was the gentleman who started the settlement operations also. Mr. Horsley came back and placed two alternative schemes before the Government. One was the construction of seven reservoirs costing very little and the other was the alternative of the Kodayar project. Mr. Barton, the then Chief Engineer, took up the idea of Perinjanay Reservoir. He spent two lakhs of rupees and when he wanted Re. 1 lakh more to complete that work, the administration of the day said. "You go and inspect the Kodayar project". So the reservoir was abandoned and the Rs. 2 lakhs already spent came to be wasted and it remains so today. Mr. Barton, the Chief Engineer, thereupon gave up the reservoir scheme in protest. The Deputy Chief Engineer of the time, who afterwards became Chief Engineer, said that the Kodayar project could be undertaken at a cost of Rs. 10 lakhs and Government thought that, if such a huge project which would feed

LIBRARY ARCHIVES Kerala Legislative Assembly

all the taluks in South Travancore could be undertaken at such a small cost, why not do it. Sanction was given and the work was started. Ultimately the cost came up to nearly Rs. 100 lakhs. The net result of it was that, by the adoption of the Kodayar project, some of the old lands, Ayacut lands, which come to be irrigated under the old system, were not benefited by the Kodayar project. There is the wrong impression that more lands came to be taken up after the Kodayar project came into existence forgetting that old *Ayacut* lands also were ignored. Take the land lying to the east of the Tovala Channel on the 21st mile *i. e.*, Aramboly, where people have got the Kodayar water right in front of their house doors. But they cannot use it because it runs at a lower level. The result of it was that on the 1,350 and odd acres of *Ayacut* lands Government had to grant Rs. 60,000 in the shape of remission of tax during the last 10 years. Not only that. There are about 4,000 acres of the finest soil in that place between the British frontier and the Aramboly pass that could have been utilised for paddy cultivation but now remains waste. The result was that the money already spent from the public exchequer is a waste because the whole work was not completed. That shows that there is not a definite irrigation programme. This is only one instance. There are so many places which do not get water. So far as South Travancore is concerned, a plentiful supply of water is entirely out of question. As regards the Kodayar project itself, is it bound to be a failure. The Right Bank channel will never get water from the project.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*) : Has the member got any better scheme ?

MR. P. CHIDAMBARAM PILLAI (*Commerce and Industry, South*): There is the department which will devise schemes. As it now stands, the Project is a failure. It does not supply enough water to the Left bank channel. Therefore I submit that the old scheme. *i. e*, the seven reservoir scheme proposed by Mr. Horsley should be worked up as far as possible and a definite programme settled.

MR. K. R. ELENKATH (*Kalkulam I*) : Sir, in supporting the motion, I would like to bring to the notice of the Government that adequate provision is not made for the P. W. Department.

The supervision exercised by the Department is not quite satisfactory. Sir, under the maintenance item I find that nearly Rs. 11 lakhs has been included. Maintenance, of course, is a very important item especially when motor traffic in our country has very much increased. But, to me it seems that under this item a large sum of money is being wasted. I can say that some of the roads in South Travancore are almost neglected so far as maintenance is concerned. For instance, there is the road from the first mile stone of the Mulagumudu-Colachel road which meets the Mulagumudu—Palliyadi road. It is only two miles and seven furlongs long. But the maintenance done is up to half a furlong this year. It is a fact which the Chief Engineer could verify after supervision. Sir, a sum of money is sanctioned and contract is

LIBRARY ARCHIVES Kerala Legislative Assembly

given to irresponsible persons and those who supervise go only just where the motor car can take them. As far as this road is concerned, some 50 years ago it was in a very decent condition having been a good cart road. People say they used to travel as far as Mulagumudu—Palliady road *via* Kuzhicodu. But today you will find that it is not after all a road. But it is a wilderness full of ruts and deep pits. Now there is similarly another road which goes from Kulasekharam through Ittakaveli, Thiruvarampu and other places to meet Arumana road. I have referred to these only as instances. I would impress one thing upon the Government, *viz.*, that, if proper supervision is exercised as far as maintenance work is concerned, it would be profitable to the department and the public at large.

Another point I would like to stress is that more allotments should be made in the P. W. D. especially for irrigation and that care should be taken to see that the same is fully utilised. Sir, for the year 1108, I find that nearly Rs. 2,33,524 were estimated under productive irrigation including original works and maintenance and only Rs 1,81,200 has been spent. Now, Sir, more than Rs. 50,000 has been allowed to lapse by the department. But at the same time I do not find that this amount has been preserved as a fund for the very same purpose. Comparing the Administration Report of the years 1054 and 1108, I find that, when the total revenue of the State in 1054 was Rs. 62,37,120, the amount spent for the P. W. D. works was Rs. 10 lakhs. That works up to nearly 17 per cent. of the total revenue. In 1108, we find that, although we have an income of Rs. 2,30,04,000 the amount spent under buildings, communications and miscellaneous public improvements comes only to Rs. 27,88,220. It works up only to 12 per cent. of the total revenue. We find that a large percentage of the total allotment is spent on salaries, establishment, allowances, etc. In 1054 while the total allotment spent for public works was Rs. 10 lakhs the amount spent for supervision, travelling allowance, etc., comes only to Rs. 1 lakh. That is only to 10 per cent. of the total allotment. I point out these figures only to show that, while the establishment charges and salaries have gone very high, proper allotment is not given for real works that contribute to the public good.

Coming to the Kodayar project, which has been referred to by my friend Mr. Chidambaram Pillai, with all that can be said in favour of it, I may tell the House that it has not done, and we do not derive, as much good as we hoped to get. Only nearly 50,000 acres of land have been cultivated by the irrigational facilities afforded by the project. But when we consider the growth of population which, according to the present Census, goes by nearly 27 per cent. we find that even in the presence of the Kodayar project we require a good deal of irrigation work in South Travancore. Sir, for this item only a meagre allotment is made. In 1054, nearly Rs. 30,000 has been spent for this in addition to large sums reserved for capital works under irrigation. This year we find that for new works only about Rs. 14,000 has been allotted.

LIBRARY ARCHIVES Kerala Legislative Assembly

PRESIDENT: Your time is up.

MR. M. N. NAIR (*Kottayam I*): Sir, I rise to support the motion. In doing so I need not waste the time of the House in basing my observations on the general principle because that has been brought forward by many of my predecessors who spoke on the motion.

I have to cite only two instances. One is a typical example of how money that is intended for the good of the people has been wasted at the cost of the people. Some of my predecessors spoke about the want of some bund to protect some fields. But I have to cite an instance where a bund at the cost of Government money injures cultivators of some lands. On the right side of the Ettumanoor-Palai road there is an area that is used for cultivating Kanni crop and sugar-cane. That portion of the land is not a level place. Therefore the rain water from the surrounding places comes first in this field that has to be cultivated with paddy and sugar-cane. But there is only one out-let for the field for the water to go into the Meenachil river. That canal is called Kattottu canal. That passes through the Ettumanur-Punnathura road. A small culvert was necessary for the water to go cutting the road. But instead of providing that culvert there, the then Executive Engineer of Kottayam found it easier to put up a bund preventing the water to flow through that canal giving protection for the sugar cane and paddy cultivation in those fields. The consequence was this. During the last rain all the crops, both sugar-cane and paddy, were under water as the water could not find a way of escape. The people of the locality went to Kottayam and represented their grievances to the Dewan Peishkar. The Dewan Peishkar himself came down to the place and was convinced of the position there. I do not know what has been actually done to remedy the evil. Anyhow one thing is certain. This year's crop has been ruined. All that was needed was that the water must have an outlet, and for that purpose only some small culverts need have been constructed. Instead of that, a bund was put up; and that has led to all the trouble.

Another instance where immediate attention on the part of the P. W. D. is needed is the completion of the Kottayam-Kumarakam road. I have myself tabled a motion to speak about that, but I do not mean to move it. Therefore I hope my friends will bear with me if I take a few minutes for that also. There seems to be some misunderstanding on the part of the Government and on the part of some of my friends also that the Kottayam-Kumarakam road is only a local need. I want to assure the members that it is useful not only to the people of the Kottayam Division but also to the people of North Travancore in general. It is a portion of the Kottayam-Vaikam road which will lessen the distance between the two places by about 8 miles Further this will be the easiest route for the people of Alleppey to go to Kottayam and for the people of Kottayam to go to Alleppey. As it is, people have to go in boats by the Puthentodu. This is extremely

LIBRARY ARCHIVES Kerala Legislative Assembly

inconvenient. First of all, it takes three hours for the comparatively short distance. Secondly, during the rainy season, when there are floods everywhere, poor people living in small huts on either side of the *todu* complain that the constant passage of the boats along the *todu* and the waves naturally caused by such traffic leads to the demolition of their huts. And, in summer, the *punja* cultivators on either side of the *todu* complain in their turn that the waves caused by the boats do damage to the bunds. Therefore Sir, there are only a few days in the year when boats can ply through the canal without causing harm either to the poor inhabitants on both sides of the canal or to the bunds of the *punja* cultivators on either side. Again in these days when everybody wants to save time, it will be a great boon if the Government realise the importance of the work and complete it soon; for by doing so people who want to go from Alleppey to Kottayam and back will be able to save a good deal of their time. How this is done is easily explained. There is now a proposal for a road from the heart of the Alleppey town to the Aryad Light House. If this new road and the Kottayam-Kumarakam road are both completed, the distance between them will only be 5 or 6 miles. And if these two roads are connected by a ferry-boat like the Ernakulam Cochin ferry, it will not take more than three quarters of an hour for the ferry boat to take passengers from one side to the other. Then people from Kottayam can go to Alleppey and those from Alleppey can go to Kottayam by this new route in one and a quarter hours at the most thereby effecting a saving of at least one and three quarters of an hour.

Speaking again of the Kottayam-Kumarakam road, I submit, Sir, it is a long-standing grievance. I remember my friend Mr. K. C. Abraham and myself to have signed petitions after petitions when we were studying in school as young boys because we were then experiencing the difficulties of wading through water on the foot-path on every Friday evening to go from Kottayam to Kumarakam and on Monday morning from Kumarakam to Kottayam. Now, Sir, my friends in this House can see that we have grown grey and yet our road remains incomplete. It is true that a sum of Rs. 5,000 was allotted for the work in the current year's budget and I thank the Government for the same. But the whole amount was spent in two or three months. Further progress of the work was impossible owing to want of funds. At the same time, money was lying idle in the coffers of the Kottayam Executive Engineer due to inconvenience to spend the whole sum allotted for other works in the Division. And yet he was not allowed to spend that amount here. At last that money lapsed. I see from the next year's budget that another amount of Rs. 5,000 has been provided for the work. I thank the Government once again. At this rate how many years will become necessary to complete the work? After all, the whole amount needed for the work is only Rs. 35 or 36 thousand *i. e.*, only half as much

LIBRARY ARCHIVES Kerala Legislative Assembly

as is wanted for only one mile of cement road in this town of Trivandrum.

PRESIDENT: Your time is up.

MR. M. N. NAIR (*Kottayam I*): My only request therefore, Sir, is to spend the whole amount in one year and complete this most urgent and useful work as early as possible.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): Sir, my friends Messrs. Chidambaram Pillai and Elenkath have just now told us that Government have no definite programme with regard to irrigation works. I just want to draw the attention of the Government to a very vital and important matter, namely, the Report of the Minor Irrigation Enquiry Committee. Sir, if I remember right, that Report was submitted by the Committee more than a year ago. That Committee was constituted as a result of an adjournment motion discussed and passed by the last Legislative Council. The Committee toured the country, made very elaborate enquiries and submitted a report. I submit, Sir, the Report contains very important proposals. Last year, one of my friends on this side of the House and myself, by means of interpellations, asked the Government what was the delay in coming to a definite conclusion in the matter. Government gave only an evasive answer. Even this year, in the Financial Secretary's speech, there is not a single reference to that important Report in spite of the fact that this year he chose to present to us a rather lengthy speech. Sir, I draw the special attention of Government to this important matter, and request that they should take immediate steps as per the recommendations of the Committee.

Then, Sir, local needs have been referred to by my friends. In my constituency, there are some urgent works to which I shall refer, lest I be considered to have made a default.

There is a road called the Amaravila-Ottasekharamangalam road, a very important road, about which some interpellations were asked by me in the last Legislative Council. That road is rather in a neglected condition. After great agitation, Government sanctioned some funds. But the work was not completed, with the result that, during the recent floods, several portions of the road were washed away. And, even now, although it is a long time since the rains ceased, some parts of the road are unfit for traffic.

Then, there is another road, the Neyyattinkara-Poovar road. Every year, during the monsoon, the road is submerged under water; and this year, the damages were heavy.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): On a point of order, Sir. You have given permission to members to refer to local needs just to illustrate the principle or the policy followed by the Department. My friend prefaced his speech by saying that he was going to refer to the needs of his constituency lest they go by default. Is he in order in doing that?

LIBRARY ARCHIVES Kerala Legislative Assembly

PRESIDENT : I have only to repeat what I have said several times, namely, that members must not go too much into detail in regard to these local needs but may refer to them incidentally to illustrate the policy they would like the Department to follow.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*) : But, several members have been doing it.

PRESIDENT : Two wrongs do not make one right.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*) : Several important works of urgent necessity have been repeatedly brought to the notice of the Government ; but, the Department seems to neglect them systematically. As an instance, I may just refer to the Poovar bridge to which my friend, Mr. T. Krishna Pillai, has also referred a while ago. Dewan Mr. Watts himself visited the locality and was convinced of the need for a bridge there. This is just an instance to show that, in spite of repeated representrtions from the people and in spite of the fact that the head of the administration was convinced of the need for the work, nothing has been done so far.

With these words, I support the motion.

MR. K. P. KRISHNA MENON (*Parur*) : In supporting the motion, I wish to draw the attention of Government to the unsatisfactory condition of the means of communication in the Parur taluk, within an area of 113·43 sq. miles. Parur has a population of 1,84,331, much bigger than any other taluk in the State, and in revenue contributed to Government also, Parur is, I think, the second taluk in the State. Parur has only a trunk road about thirty miles in length. The whole area is water-logged, and we have not got enough bridges. It is a notorious fact that even the municipal roads in Parur are mostly under water during rainy days for want of proper drainage.

In the headquarters of the taluk, there is no T. B. or rest-house for travellers who visit the place.

The particular road mentioned by Mr. Alexander was provided for in the Budget for 1106 ; it was recommended both by the District Road Board and by the Central Road Board. I do not know why it has not been provided in the Budget for 1109. After all, the provision now is only a thousand rupees, for new roads in the whole of the Parur taluk.

The Parur-Chattanad road, which is only a village road, is in a miserable condition, and the major portion of it is only a foot-path.

In spite of the unsatisfactory nature of the roads, we have now too many tolls. From Kottayam to Edapalli now we have to pay two tolls. In addition to that, I find that another toll is to be introduced from the beginning of next year. Although we have to cross two ferries along the roads we have to pay toll also. So my request is that the toll be kept in abeyance till these two places are bridged and the money collected from the tolls be used for the construction of bridges and roads. I think this is the proper time to attend to these as labour is cheap. Now we will have the double advantage of getting cheap labour and relieving the economic distress of the people.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. T. K. VELU PILLAI (*Trivandrum—Urban*): Sir,—

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Sir, I move that the question be now put.

PRESIDENT: Let us hear Mr. T. K. Velu Pillai.

MR. T. K. VELU PILLAI (*Trivandrum—Urban*): I wish to say a word in support of the motion. In the Public Works Department we see year after year that there is not sufficient fund allotted to them to enable them to do all the necessary things required by the people. It is therefore unfortunate to find in the Financial Secretary's speech at page 2 the following :—

"On the expenditure side the decrease was mostly in irrigation, buildings, communications, and miscellaneous public improvements and protective irrigation and Rs. 1·23 lakhs is due to the lapse of budget provision under the above head."

This must be avoided in the future. My friend, Mr. M. N. Nair has observed that himself and his friend, Mr. Abraham, have grown grey with asking for the improvement of communications. Probably they have grown grey before their time. But all the same the complaint is absolutely legitimate. We want more communications but we certainly want more irrigation works also. As a member of the old Legislative Council myself and also of the old Sri Mulam Popular Assembly, I have very often adverted to the question of irrigation, and resolutions have been accepted by Government allotting funds for minor irrigation. We do want more irrigation works in South Travancore. But we want equally more works in Central and North Travancore. I mean drainage works. Ordinarily we in this part of the country have no adequate water supply. But the people in Central and North Travancore are suffering from too much of water. Therefore, Sir, irrigation works are required here and drainage works are required in Central and North Travancore. That is a point which the Chief Engineer and the Department will kindly bear in mind. Sir, I do not want to take up any more time of this House at this hour. But I may mention that the Travancore Government and the Travancore Engineers have always had before them a very high sense of duty and I would think the work of an Engineer is even greater and his responsibility even more important than that of the Administrator. I remember two names, the names of Hartley and Corton. These two persons are venerated by every man in British India when he puts his food into his mouth. That is the ideal which the P. W. D. people should have before them.

MR. L. H. JACOB (*Ag. Chief Engineer*): Sir, I have heard a lot said about the various local needs of the country and I must admit I feel rather embarrassed in replying to all these. We have had many requests for roads and bridges, irrigation works and so on, and the Chief Engineer is certainly alive to all these necessities, and he tries his best to do what he can with the funds at his disposal. It is only natural, I think, that people ask for roads in these days of fast travel when people wish to get about and get away from their own villages and see the

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. L. H. Jacob.]

country. But, Sir, we come to that bug-bear, the funds. All these works that have been brought to the notice of Government would, I suppose, cost some fifty lakhs or a crore of rupees and where are we to find all these funds, especially funds for small local needs? Funds have to be given by Government for various other needs of the State. We heard members yesterday advocating increased numbers of dispensaries and hospitals and wells. All these things are necessary and they also require funds. If our revenues are to be curtailed by remission of taxes, that only makes the situation worse. With the limited funds, therefore, at the disposal of the P. W. D., we have to take a broader view of these local needs. Each taluk member may grumble that his request has not been considered. Well, we have to consider the State as a whole and to the best of our judgment we have to make provision for works as we consider them urgent. The funds allotted for original works, that is for actually new works, are very limited. In 1107, Rs. 17,23,924 was spent on communications and out of this only Rs. 1,49,995 was available for new works. The remaining was for maintenance. Similarly, in 1108, out of Rs. 14,79,225, there was only Rs. 1,89,500; and in 1109, out of Rs. 15,52,455 which includes the increase in the maintenance allotment, which Government have kindly given us this year, the amount available is Rs. 1,37,000. Well, if you take that Rs. 1,37,000 and divide it amongst the five divisions of the department, you will find there is only about Rs. 27,000 available for each division.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*): May I know from the member whether at least the amounts sanctioned for 1107 and 1108 for communications were utilised in those years?

MR. L. H. JACOB (*Ag. Chief Engineer*): I cannot say whether they were fully utilised. I think mostly they were utilised.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is it for communications or roads that this Rs. 1 lakh odd is allotted?

MR. L. H JACOB (*Ag. Chief Engineer*): The total amount for communications was about Rs. 15 lakhs which includes the maintenance and the upkeep of the present communications, that is re-gravelling and re-metalling.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is it for irrigation?

MR. L. H. JACOB (*Ag. Chief Engineer*): No, I am not talking of irrigation.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Is it for roads and bridges?

MR. L. H. JACOB (*Ag. Chief Engineer*): Yes. Out of that there is Rs. 1,37,000 available for new works, that is for continuing new roads that have been started in previous years. Therefore, what I mean is there is very little money really available each year for the opening of new roads and communications. A lot of money has to be spent on

LIBRARY ARCHIVES Kerala Legislative Assembly

the upkeep of our present communications. It is not possible for us to entirely rely on the maintenance allotment and we have to do special metalling and bridges have to be strengthened. Another consideration we have to allow for is that during the last few years there have been frequent flood damages. If these had not occurred, probably we should have had more money for new works. Therefore, I say that proportionately to the allotment given the provision for new works is maintained as high as possible and is distributed as equitably as possible by the Chief Engineer.

MR. A. THANU PILLAI (*Trivandrum—Rural*) : Sir, does the Chief Engineer realise that the allotment for the Trivandrum Division excluding the Trivandrum town is unduly small ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : That is, for one year the grant may be small but for another year it may be more.

MR. A. THANU PILLAI (*Trivandrum—Rural*) : No, Sir, it is uniformly small in recent years.

MR. L. H. JACOB (*Ag. Chief Engineer*) : I am sorry to hear that. Sir, as Mr. E. V. Krishna Pillai remarked, the people will have to consider how the funds are to be found for their local needs. They must come forward and help Government and they must be more serious in their attempts at cutting local roads. Mr. Krishna Pillai mentions ryots' roads. Ryots' roads are very commendable and we are glad to see that people do cut these roads.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Are there ryots' roads which have been constructed years back and not taken up yet by the Department ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : Probably so, for many reasons.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : I am asking whether there are ryots' roads which have been constructed and not yet been taken up by the Government.

MR. L. H. JACOB (*Ag. Chief Engineer*) : That is because these ryots' roads have not conformed to the rules that we have made.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Have they altered these rules in the last year or so ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : The rules were carefully revised about a year back, I think.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*) : May I know from the Chief Engineer whether there is anything like frequent inspection of the rivers to see whether they are silting up and becoming non-navigable ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : That is a big question which must be taken up. We have not yet taken it up.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*) : May I know whether here is any provision for it this year ?

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. L. H. JACOB (*Ag. Chief Engineer*): There is no provision this year, I am afraid. It is a point to be considered and I will see what we can do in that way.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): Is the Chief Engineer aware of the condition of the river at Thalavadi, that is from Tiruvalla to Edathuva?

MR. L. H. JACOB (*Ag. Chief Engineer*): No, I do not know.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Do I understand the Chief Engineer to say that people should co-operate in the matter of constructing and maintaining roads?

MR. L. H. JACOB (*Ag. Chief Engineer*): Yes, I wish them to co-operate.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): May I ask the member whether the constitution of road boards will be the more effective means so far as that matter is concerned?

MR. L. H. JACOB (*Ag. Chief Engineer*): I think, if District Boards as in British India with powers of taxation are constituted, they will be useful.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): I am not referring to District Boards or Taluk Boards, but Road Boards to advise the Department in the matter of constructing and maintaining the roads.

MR. L. H. JACOB (*Ag. Chief Engineer*): We have tried the Road Boards, but unfortunately, my experience is that the Road Boards have no constructive policy as I could not get them to give me a list of works in the order of urgency.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): Am I to understand that the Boards were chucked out because they could not give a list of works in the order of urgency as the Department liked?

MR. L. H. JACOB (*Ag. Chief Engineer*): No, I did not say that. We have made a list in the order of urgency to a certain extent. The Boards were not able to give a list. So we found that there was no necessity to continue the Boards.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): May I ask the member whether the Department intends to revive these Boards?

MR. L. H. JACOB (*Ag. Chief Engineer*): There is no such intention at present. My experience in Quilon was that after a lot of discussion each member advocated his own requirements and the Board could not come to any conclusion. They finally decided that the Executive Engineer should arrange the order of urgency. Therefore it appeared that there was no necessity for these Boards.

MR. A. THANU PILLAI (*Trivandrum—Rural*): May I ask the member whether, over and above the provisions for new works in the budget, there is any provision made for doing works necessitated by the recent floods? For instance, is there any provision for repairs to the Killi river banks on the western side of the Town?

MR. L. H. JACOB (*Ag. Chief Engineer*): There is a reserve with the Government and the Chief Engineer and we could take funds from

LIBRARY ARCHIVES Kerala Legislative Assembly

that. There is also a little provision in the budget for flood damages which will be utilised.

MR. A. THANU PILLAI (*Trivandrum —Rural*): Am I to understand that the reserve will be sufficient for the purpose?

MR. L. H. JACOB (*Ag. Chief Engineer*): I will see, after I get all the estimates, whether more funds are necessary.

MR. A. THANU PILLAI (*Trivandrum—Rural*): May I take it that the necessary funds will be sanctioned for the purpose?

MR. L. H. JACOB (*Ag. Chief Engineer*): Yes, probably.

MR. N. E. VARUGHESE (*Tiruvalla I*): ഉൾനാടുകളിലെ ഗതാഗത സൌകര്യത്തിനുവേണ്ടി ബഡ്ജറിൽ പണം അനുവദിക്കുന്നതിനു ഗവണ്മെൻറു സ്വീകരിച്ചിട്ടുള്ളനയം എന്താണെന്നു പറയാമോ?

MR. L. H. JACOB (*Ag. Chief Engineer*): Funds are given to the rural parts according to the needs as far as they can be judged by the Department. As I explained, our funds are limited and we distribute them to the best of our ability.

MR. N. E. VARUGHESE (*Tiruvalla I*): ആവശ്യമാണെന്നു കണ്ടിട്ടാണ് എസ്റ്റിമേറു് അനുവദിക്കുന്നതു്. അതായതു് ഇന്നുവേലക്കു് ഇത്രരൂപാവീതം അനുവദിക്കണമെന്നുള്ള നയം ഉൾനാടുകളെസംബന്ധിച്ചു് അങ്ങിനെയാണു നിശ്ചയിച്ചിരിക്കുന്നതു്. അജിറേഷൻ അധികം ഉണ്ടാകുന്ന സ്ഥലത്തുള്ള ആവശ്യങ്ങളെ നിറവേറുകയും അജിറേഷൻ ഇല്ലാത്ത സ്ഥലത്തെ ആവശ്യം നിറവേറാതിരിക്കുകയും ചെയ്യുകയാണോ ചെയ്യുന്നതു്; അതല്ല വേലയുടെ അത്യാവശ്യം പോലെയാണോ പണം അനുവദിക്കുന്നതു്?

MR. L. H. JACOB (*Ag. Chief Engineer*): Funds are given as far as we can judge on the basis of the needs of the several places.

MR. N. E. VARUGHESE (*Tiruvalla I*): സ്ഥലത്തെ ആവശ്യം നിർണ്ണയിക്കുന്നതു് അവിടത്തെ ആളുകളുടെ അജിറേഷന്റെ രീതി അനുസരിച്ചാണോ, അതല്ല ഡിപ്പാർട്ടുമെൻറിൽനിന്നും അന്വേഷണം നടത്തി അതു് അത്യാവശ്യമാണെന്നു് കണ്ടിട്ടാണോ? പണം അനുവദിക്കുന്നതിൽ ഗവണ്മെൻറ സ്വീകരിക്കുന്ന നയം എന്താണെന്നാണു് എനിക്കു് അറിയേണ്ടതു്.

MR. L. H. JACOB (*Ag. Chief Engineer*): It does not depend necessarily on agitation. We consider the necessities of each work and allot funds as far as we can taking each taluk in its turn.

MR. N. E. VARUGHESE (*Tiruvalla I*): അങ്ങിനെ വരുമ്പോൾ ഒരു താലൂക്കിന്റെ മൊത്തത്തിലുള്ള ആവശ്യത്തെ ഗണിച്ചു് ബഡ്ജറിൽ സംഖ്യകൊള്ളിക്കുമോ?

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. L. H. JACOB (*Ag. Chief Engineer*): We cannot allot funds to each taluk as they ask. We distribute funds fairly evenly.

MR. N. E. VARUGHESE (*Tiruvalla I*): ഓരോ താലൂക്കിൽനിന്നും കൊടുക്കുന്ന ഭൂനികുതിയുടെ സംഖ്യ നോക്കി അതാതു താലൂക്കിന്റെ ആവശ്യത്തിനായി പണം അനുവദിക്കുന്നുണ്ടോ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : No we are not concerned with that. We just consider the local needs and allot funds as they are available.

MR. N. E. VARUGHESE (*Tiruvalla I*): ഉഠനാട്ടുകാരുടെ ആവശ്യം നിറവേറുന്നതിന് പണം അനുവദിക്കുന്ന വിഷയത്തിൽ ഗവണ്മെൻറ് നിശ്ചിതമായ ഒരു നയം അംഗീകരിച്ചിട്ടില്ല എന്നാണോ ഞാൻ ഇതിൽ നിന്നും മനസ്സിലാക്കേണ്ടത്?

MR. L. H. JACOB (*Ag. Chief Engineer*) : We go by the requirements to the best of our judgment. One year one taluk may have more funds than another. But another year the latter taluk may have more funds. We allot funds fairly equally consistent with the necessities of each taluk.

Sir, in this connection, I would like to suggest that most of the local needs mentioned here relate to improvement of village roads. There are a number of ryots' roads with small grants. As these roads are constructed by the people, we take them over for maintenance. We have to provide for bridges and culverts and widening of these roads. But these roads are not constructed properly by the people. I have tried a system in Quilon of maintenance of cart tracts. About 100 miles of village roads have been brought under "cart tracts" with increased grants and many converted into motorable roads. We will try to see whether it is not possible to do the same in other parts of the State and thus improve communications.

MR. S. J. NAIR (*Nedumangad*) : May I know from the member why no provision is made in the Budget Estimate for 1109 for communications in the Nedumangad taluk.

PRESIDENT : The Chief Engineer has answered that question generally already.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*) ; May I know, Sir, how the Government programme for widening roads in general to meet modern day conditions is being worked ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I will come to that. There has been a lot of complaint in regard to the generally bad condition of the roads. I am afraid that may possibly be due to the reductions of maintenance grants during 1107 and 1108. But we have increased the grants by 10 per cent. this year and I hope that that increased allotment will improve matters a good deal. We have now formed what is called the Road Development Fund. Under that Fund

LIBRARY ARCHIVES Kerala Legislative Assembly

a sum of Rs. 2,17,400 has been placed as a permanent allotment. This allotment is for the improvement of the main lines of communications in the State. Since this allotment is available for our main roads, it will certainly release a certain amount of money for the improvement of minor roads. This Fund will allow us to make use of the available grants for minor communications, and with the aid of that Fund, we will be able to do some large bridges such as the Alwaye-Periyar bridge.

MR. PACODE A. NARAYANA PILLAI (*Vilavankod*): May I know whether the Fund can be used for branch roads also?

MR. L. H. JACOB (*Ag. Chief Engineer*): No, only for trunk roads.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): Is it only to be used for trunk roads?

MR. L. H. JACOB (*Ag. Chief Engineer*): Yes. We have entered into arrangements with the Government of India that the Fund will be used only for trunk roads. It is on that understanding that we have got the money.

Members have grumbled about their local necessities. I can assure them that we have their interests at heart. I find it very difficult to meet their demands with the funds available. As Mr. E. V. Krishna Pillai said, people must help in a substantial manner in regard to these roads. If they wish these roads to be taken up by Government, they must cut good roads. Many of these roads are not cut properly with good gradients. When such roads come before the Department for being taken up, they cannot recommend them. Once we take up such bad roads, we will have to do a good deal of work on them. So, I hope people will in future make better efforts on these ryots' roads.

Some members spoke about protective irrigation. For 1109, there is a grant under original works to the extent of Rs. 1,06,905. During 1107 it was Rs. 75,752.

So, until the questions raised by the Minor Irrigation Committee are fully considered and decided upon by Government, I think the grant now given is proportionate to the total budget grant. New estimates are being prepared for irrigational works. The department is not sitting idle. These works will all be taken up, one by one, as funds permit.

I thank all members on that side of the House for having brought to my notice their individual local needs. I may assure them they will all receive my best consideration. It shall be my endeavour to go about seeing as many as I can and do what I can for the good of the country.

MR. K. SANKARAN (*Kartikapalli I*): Am I to understand from the member that only the specific local needs that have been brought up now will be attended to or whether needs which will hereafter be brought to his notice will also be attended to?

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. L. H. JACOB (*Ag. Chief Engineer*): All local needs now raised and to be raised by various members will be taken up as far as funds permit.

PRESIDENT: The question is that the motion be now put.

The closure motion was carried.

MR. T. K. ALEXANDER (*Kunnatnad I*): I beg to withdraw the motion.

PRESIDENT: Has the member the leave of the House to withdraw the motion?

The motion was, by leave, withdrawn.

Motion No. 246.

The following motion was not moved :—

MR. K. M. KURIAKOSE :

"To reduce the allotment of Rs. 32,332 for establishment by Rs. 5.

Motion No. 247.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): I beg to move the following motion: —

To reduce the allotment of Rs. 33,316 for establishment by Re 1.

That is to point out that the works for which funds have been allotted were not started and that even the works which have been started are left part-finished. But this point has been discussed; and so under this motion, I wish to bring to the notice of Government one suggestion which I consider to be very important. It has been mentioned here that, every year, the P. W. D. allows large sums of money to lapse and that a number of works included in the budget is omitted in the next year's budget. So, the people who get certain works included in the Budget after a lot of agitation are given the hope that the work will be carried out in a particular year and at the close of the year without spending even a pie that amount lapses; and when we come to the next year we do not find any provision for that work. We find very often that small works for which there are no god-fathers have to suffer and that the amounts allotted for some of them lapse; in certain other cases, amounts are diverted for certain other more important works which the department or Government wants to finish soon. So, I wish to impress upon the Government the necessity of bestowing sufficient attention to see that the works once included in the budget are provided in the next year also and that work is finished. A number of works were brought to the notice of the House to-day in which a large amount was spent by the Department for beginning and half completing. I know many cases in which Government have spent thousands of rupees and dropped the idea. Later on, as to why such a thing happened is traced, it is seen that a particular officer who is in charge of the particular work has not got much attraction for it. That appears to be the reason. At Mavelikara we find certain lands were acquired for constructing a girls' school; its foundation was laid; it is stopped. The boys have a large English school at the cost of thou-

LIBRARY ARCHIVES Kerala Legislative Assembly

sands of rupees; that work is stopped. Yesterday the Chief Engineer answered to a question of mine as follows:—In 1087, certain lands were acquired in Mavelikara for putting up public offices; and 21 years have elapsed. Nothing has been done to complete that work. A good number of instances could be quoted in this House to show that the Government or rather the department of P. W. is not pursuing a definite policy in the urgency of the demands.

MR. T. K. VELU PILLAI (*Trivandrum—Urban*): Do the people of Mavelikara suffer because the public offices are not built?

MR. A. S. DAMODARAN ASAN (*Mavelikara*): They suffer very much. In answer to another question of mine to-day, the Chief Engineer said Rs. 16,000 was spent for acquiring lands for the construction of a bridge. Nothing has been done. For the same bridge he admitted that Rs. 50,000 was allotted in one year, Rs. 10,000 in the next year, 15,000 in the next year and at last no allotment whatever. On these grounds, I think the Government do not adopt a definite policy in the matter of communications, irrigation, etc. When I was going through the Administration Report, I found that the Road Boards are suspended because they had recommended for a number of works for which provision could not be made. As a result they were suspended and it was said that they were suspended for 1107. And now I find the period of suspension is enhanced. For that matter according to their recommendation, roads which were most important in their opinion could have been included in the budget.

MR. L. H. JACOB (*Ag. Chief Engineer*): I am afraid we never got any information from the Road Board.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): That is the worst of it. They could have been given an opportunity to explain, before suspending their recommendations to an indefinite period.

Then coming to another point, what I have to say is this. In 1104 more than Rs. 2 lakhs have lapsed; in 1105 about Rs. 55,000, in 1106 about Rs. 4 lakhs; and in 1107 about Rs. 5 lakhs. I would draw the attention of Government to the fact that it would be better for them to have a Road Fund into which lapsed amounts would go, and from that, works for which provision is made for previous years could be carried out. The Mysore Government started this fund in 1929 and that was appreciated by the people there. It is no excuse to say there is the Road Development Fund. That is a different thing altogether. I would suggest that a Road Fund be constituted and that the amounts which lapse be allowed to accumulate and the construction of roads be carried out by the department according to the definite policy to be laid down. Now, there is no such definite policy. It is a haphazard method and it is a waste of public money. The Government raise expectations in the hearts of the poor people and disappoint them. On these grounds, I move the motion for the serious consideration and acceptance by the House.

LIBRARY ARCHIVES Kerala Legislative Assembly

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): I have very great pleasure to support the motion of Mr. Asan though not exactly on ident cal grounds that he put. As to this difficulty of lapse of funds, that was a matter brought on previous occasions, some years ago, in the previous Council, when we were told by Mr. George who was then either Chief Secretary or Financial Secretary that there is what is known as the spending capacity of the P. W. D. Even the P. W. D. cannot spend a particular sum of money beyond a particular limit. So much so, amounts will have naturally to lapse. I do not know whether the same ground would hold good even now. Anyhow, ever since I heard that, I was entertaining a wonder that even the P. W. D. cannot go beyond a particular limit in the matter of expenditure. I hope the same ground would probably hold good even now. But I must support Mr. Asan's motion on another ground. From the answer returned by the learned Chief Engineer to the previous motion, I understood him to say that the work of the department is being carried on in what Mr. Asan characterised as a haphazard fashion. I was very sorry to hear that especially from such a good-natured gentleman like Mr. Jacob with considerable experience of the State. Something like a definite policy should be laid down by the department in view of the comparative urgency, comparative usefulness, etc., of the works to be undertaken by the department. A man of Mr. Jacob's stamp, assisted by gentlemen from various centres of the State, should be able to determine and decide upon the course of action to be followed by the department. It may be that a navigable canal is necessary; a line of communications is a desirable thing. But its utility may be confined to a particular village. Not that any one mile of road would prove so useful from the standpoint of the general public, or that; not off its making would be extremely detrimental to the general interests of the people. It is therefore the comparative usefulness that will have to be taken into consideration.

For example, I would illustrate the situation by a reference to local experience. There is a road from Tiruvalla now so far down as Edathuva and there is another road from the west coast up to Takazhi. To join these roads and to connect the taluk of Tiruvalla with Ambalapuzha, only 4 or 5 miles of road are necessary. That will be a real blessing in the shape of a road. For, in times of flood we people from the low-lying areas have to travel in small open vessels usually moved by oars to grounds high and low. Similarly, this is the sort of improvement to be kept in view with reference to roads. Roads are not the only lines of communication available in the State. I was just asking the Chief Engineer whether anything like attention is paid to other means of communication such as lakes, rivers and streams. He said there is no provision for it. I understand, Sir, at Talavadi where the Pamba river takes its route and joins and flows through Ambalapuzha, the river is silted up. Navigation is impossible and flooding of the adjacent areas is therefore on the increase. Repeated representations have been made to the local Engineering section who seem to

LIBRARY ARCHIVES Kerala Legislative Assembly

turn a deaf ear to all our representations. Now at least on the worldly experience that a stitch in time saves nine, the P. W. D. should be certainly vigilant. If as a matter of fact it is to be silted up with the material brought down from the mountain in the course of a year or two, it would be difficult for them to remove the silt and see that the river is made navigable. Instead of allowing things to accumulate to the prejudice of cultivation in adjacent places, to the risk of frequent recurring floods, it is high time that the P. W. D. should look into it. It is a line of communication which connects the various centres. It is a very important thing. So in the order of importance the P. W. D. should pay attention to such works as this.

Now as regards buildings and other things, that again is a very serious question. Somehow, unfortunately it is school buildings that collapse with a number of children being crushed to death. May I illustrate it by a local reference? The school building at Ambalapuzha was the original old Taluk Cutcherry. That school was removed to some other building and it became the future Vernacular School. It has become so old that it might yield to touch. Timber has become something like clay. A temporary shed for the school was launched and provision, I understand, has been made for the construction of a pretty decent respectful Vernacular School for the locality. A temporary building was recently put up. But the temporary nature of the building was, as I described the other day, such that the building at the first rush of a storm or wind showed signs of collapse, the roofs taking shelter in the walls. That was the situation there. Instead of putting up buildings like that, the P. W. Department should be so good as to see that the money spent is not wasted on such flimsy buildings so that the tax-payer may not repent, for his interests are in the hands of people who take a sleepy interest in his concerns. These are some of the points that will have to be taken by the P. W. D. gentlemen. I am far from condemning, the head of the P. W. D. in the present instance, for, so far as I know, he is a sympathatic officer and I am only bringing these to his notice. In doing so, I have great pleasure in supporting the motion.

The House adjourned at 4-33 P. M. to meet the next day.

K. MADHAVA KURUP,
Secretary to the Sri Mulam Assembly.

LIBRARY ARCHIVES Kerala Legislative Assembly